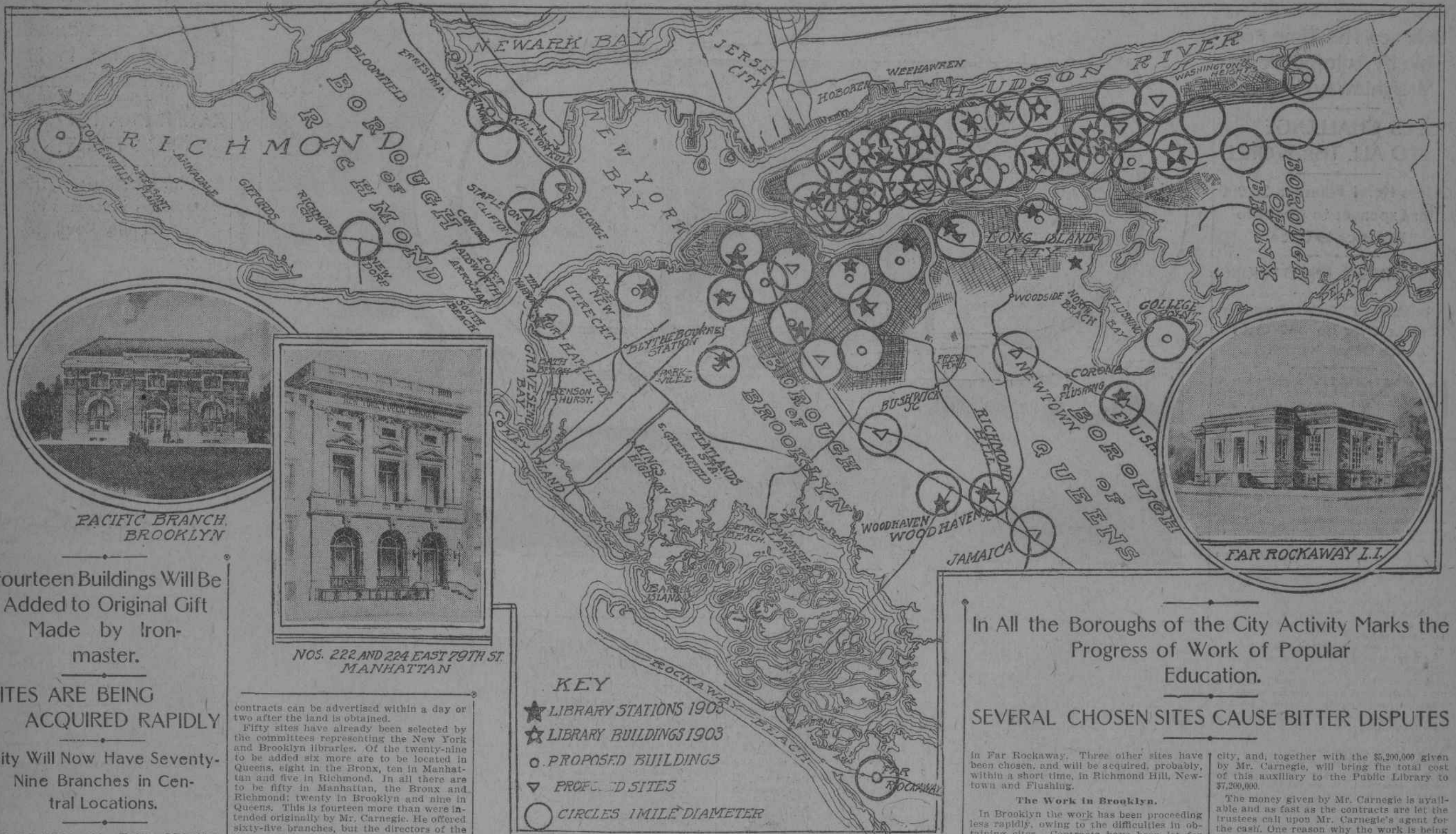


MANY CARNEGIE LIBRARIES ARE SOON TO OPEN THEIR DOORS



Fourteen Buildings Will Be Added to Original Gift Made by Iron-master.

SITES ARE BEING ACQUIRED RAPIDLY

City Will Now Have Seventy-Nine Branches in Central Locations.

15 READY IN THE SPRING

Strike Has Caused Delay, but Work Is Now Being Prosecuted Vigorously.

AT least fifteen of the entire group of seventy-nine Carnegie libraries will be open and ready for use by next spring. The trustees of the New York and Brooklyn libraries who are supervising this work expected to have all of these ready for use this fall, but the delay to all building operations caused by the prolonged building strike has made this impossible. It is expected, however, that two or three may be finished so that they may be opened before winter.

Work of acquiring the property and preparing plans for the buildings is proceeding rapidly. The Board of Estimate and Apportionment at its meeting on Wednesday authorized the purchase of five new sites, so that at least twenty additional buildings may be begun within a short time after the title to the sites is vested in the city. In many cases the plans are already prepared and

contracts can be advertised within a day or two after the land is obtained. Fifty sites have already been selected by the committees representing the New York and Brooklyn libraries. Of the twenty-nine to be added six more are to be located in Queens, eight in the Bronx, ten in Manhattan and five in Richmond. In all there are to be fifty in Manhattan, the Bronx and Richmond; twenty in Brooklyn and nine in Queens. This is fourteen more than were intended originally by Mr. Carnegie. He offered thirty-five branches, but the directors of the library system discovered that they could by strict economy and careful work erect the buildings for less than the first estimate, and so decided to increase the number of buildings.

Under the general scheme adopted by A. T. Briggs, who has been in full charge of the location of sites for these buildings, the libraries have been so placed in the crowded sections of Manhattan that they will be within considerably less than a mile of each other, while in sections where the population is less dense the buildings are to be located in the center of an imaginary circle exactly one mile in diameter.

The same idea has been followed in the selection of sites for the buildings in Brooklyn. In order to have the libraries within easy walking distance of every home, in Queens and Richmond the distance is somewhat greater, but in each case central points of population have been selected, with direct connections by rail lines for those located furthest from the buildings.

In Manhattan the size of the plots chosen is 50x100 feet, and in the Bronx and Brooklyn 100x100 feet. In Queens and Richmond the trustees have insisted upon larger plots, which would insure plenty of light and air from all sides. In Queens generally large triangular lots centrally located have been chosen.

Controller Grout has been opposed to this

KEY
★ LIBRARY STATIONS 1903
☆ LIBRARY BUILDINGS 1903
○ PROPOSED BUILDINGS
△ PROPOSED SITES
○ CIRCLES 1 MILE DIAMETER

policy, but the trustees insisted upon this point, on the ground that land was cheap and the purposes of the library could be best served by the larger plots. Consequently the selection of sites in Manhattan has gone forward with much greater rapidity than in the other boroughs, with the exception of Brooklyn, where political questions in a number of instances have delayed the work.

Disagreement Over Site.
One case over which there has been the most serious disagreement between the Controller and the trustees is the site selected for the first Richmond Library, at St. George. City property on the water front near the ferry was chosen, and the trustees wished to put up one of the most attractive buildings of the group at this point, since it overlooks the harbor. The Controller has objected to this plan, however, although the city owns the land, which can hardly be used for any other purpose. There is little chance for a settlement of the question this year at least.

Thus far Manhattan has had by far the best of the bargain. The first library, at No. 22 East Seventy-ninth street, was opened some time ago; the second, at No. 31 East Broadway, and the third, at No. 224 East 125th street, are nearly completed; only the interior finish is yet to be done.

The foundations are also completed for No. 8, at No. 100 Amsterdam avenue, and for No. 16, in Sixty-seventh street, near First avenue. Title is to be closed to-morrow to the site for No. 14, at No. 21 Tenth street. The plans for the building were approved yesterday, and the contracts will be advertised within a day or two, demonstrating the rapidity with which the work is being prosecuted. Four additional sites have been authorized also for Manhattan, and the architects are now at work on the plans. These are for No. 9, in the south side of East Ninety-sixth street, near Park avenue; No. 10, in West 135th street, near Lenox avenue, and No. 15, in East Twenty-third street.

In the Bronx one of the five buildings, No. 4, at Alexander avenue and 140th street, will be ready about January 1. Plans have been approved also for No. 5, at Washington avenue and 176th street, and No. 21, at Kingsbridge.

In Richmond contracts have been let for two of the five buildings, for No. 19, at Heberton avenue and Bennett street, in Port Richmond, and for No. 22, in the Ambury road near Prospect avenue. The work in Queens is further advanced. The foundations are finished for three of the buildings—No. 1 at College Point, No. 2 in Astoria and No. 3

In All the Boroughs of the City Activity Marks the Progress of Work of Popular Education.

SEVERAL CHOSEN SITES CAUSE BITTER DISPUTES

In Far Rockaway. Three other sites have been chosen, and will be acquired, probably, within a short time, in Richmond Hill, Newtown and Flushing.

The Work in Brooklyn.

In Brooklyn the work has been proceeding less rapidly, owing to the difficulties in obtaining sites. Contracts have been let for only two of the buildings, the Williamsburg, Rodney, Division and Marcy avenues, and the Pacific, at Fourth avenue and Pacific street. Plans have been approved for the Bedford, Franklin avenue, opposite Hancock street; the Carroll Park, Clinton and Union streets; and the De Kalb, Bushwick and De Kalb avenues. Plans are being drawn also for the Greenpoint, Leonard and Norman avenues, and for the South, at Fourth avenue and Fifty-fourth street, seven in all. Beside these the sites for six others are about to be acquired as follows:—In Arlington avenue, Flushing, Sixth avenue, City Park, Montrose avenue, Port Hamilton and Lewis avenue.

If the plans of the trustee of the library are carried out, nine additional sites yet to be acquired in Manhattan will be located in Amsterdam avenue, near Eighty-fifth street; Seventh avenue, near Twenty-third street; between Eighth and Tenth avenues, near Thirty-fifth street; in East Forty-second street; Suffolk street, East Fifty-ninth street, East 110th street, Washington Heights, and near Hudson Park. One additional site for the Bronx has been selected, also on city property, at Courtlandt avenue and 161st street.

Cost of the Work.

The total cost of the property to be acquired for the libraries will probably be about \$2,000,000. This is to be paid by the

city, and, together with the \$5,200,000 given by Mr. Carnegie, will bring the total cost of this auxiliary to the Public Library to \$7,200,000.

The money given by Mr. Carnegie is available and as fast as the contracts are let the trustees call upon Mr. Carnegie's agent for the cash. One reason why the work is being advanced with such rapidity is to enable the trustees to get the use of the money as soon as possible, for while the full amount of the gift has been set aside, the interest on the bonds does not go into the fund, but goes to Mr. Carnegie.

With the contracts let and the money in the hands of the city the income would, of course go into the fund until the bonds were cancelled. The architects for the buildings in Manhattan and Richmond and the Bronx are McKim, Mead & White and Carrere & Hastings. Associated with these two firms are Babt, Cook & Willard, Mr. Carnegie's personal architects. Those who have charge of the work in Brooklyn are Altmann, Lord & Hewlett, Walker & Morris, W. B. Tolby & Brother and R. L. Davies. In Queens Tuttle & Higgins and Heins & La Farge are in charge of the work.

Approximately \$498,000 has already been expended by the city for sites for these buildings, and about \$400,000 more will be required to pay for those decided upon. In addition to the supervision of the construction of these buildings the trustees of the library have been engaged in consolidating all of the smaller independent libraries in the city with the large library. All have been united with the exception of a few special libraries and the Cathedral Library. Negotiations are under way, however, for the union of these, which will make the organization complete.

SAFEST VOYAGING IS IN BALLOONS

—PROFESSOR MYERS.

Owner of the Famous Balloon Farm in Herkimer County Grows Enthusiastic.

[SPECIAL DESPATCH TO THE HERALD.]

UTICA, N. Y., Saturday. PROFESSOR CARL E. MYERS, the aeronautical engineer at Frankfurt, Herkimer county, has in his "balloon farm," a unique institution. Two crops are at present largely in evidence on this farm. One is of hay and the other of silk. The latter is the woven product, and consists of many hundred yards of material specially made and imported for the manufacture of airships. This silk has received seven super-imposed coats of varnish, applied by machinery, and today, when the farm was visited by a Herald reporter, was drying in the sun. The balloon farm is the only plant of its kind in America.

The farm proper contains many acres, and the larger portion is devoted to alship making.

I asked Mr. Myers to explain the details of Mr. Benbow's new sidewheel airship, which is to be entered in competition at the World Fair in St. Louis next year for the grand prize of \$100,000.

Mr. Myers said: "I am exceedingly sorry to be unable to comply with the request, much as I would like to do so. Mr. Benbow is not here, and I have no authority to divulge his plans. You may say, however, that the Benbow airship will be a success in every way, besides being the first of its kind ever made in the whole world."

The general design of the Benbow airship is similar to the cycle airship made by Professor Myers in 1899 for the St. Louis Exposition. The airship, when fitted with hydrogen, will be sixteen feet in length, twelve feet in diameter and will be attached to a spar about fifteen feet long. The propellers, located one on each side, will be five feet in length and two feet in width at the extreme ends. The boat holding the operator will hang about six feet below the airship. Other details are withheld.

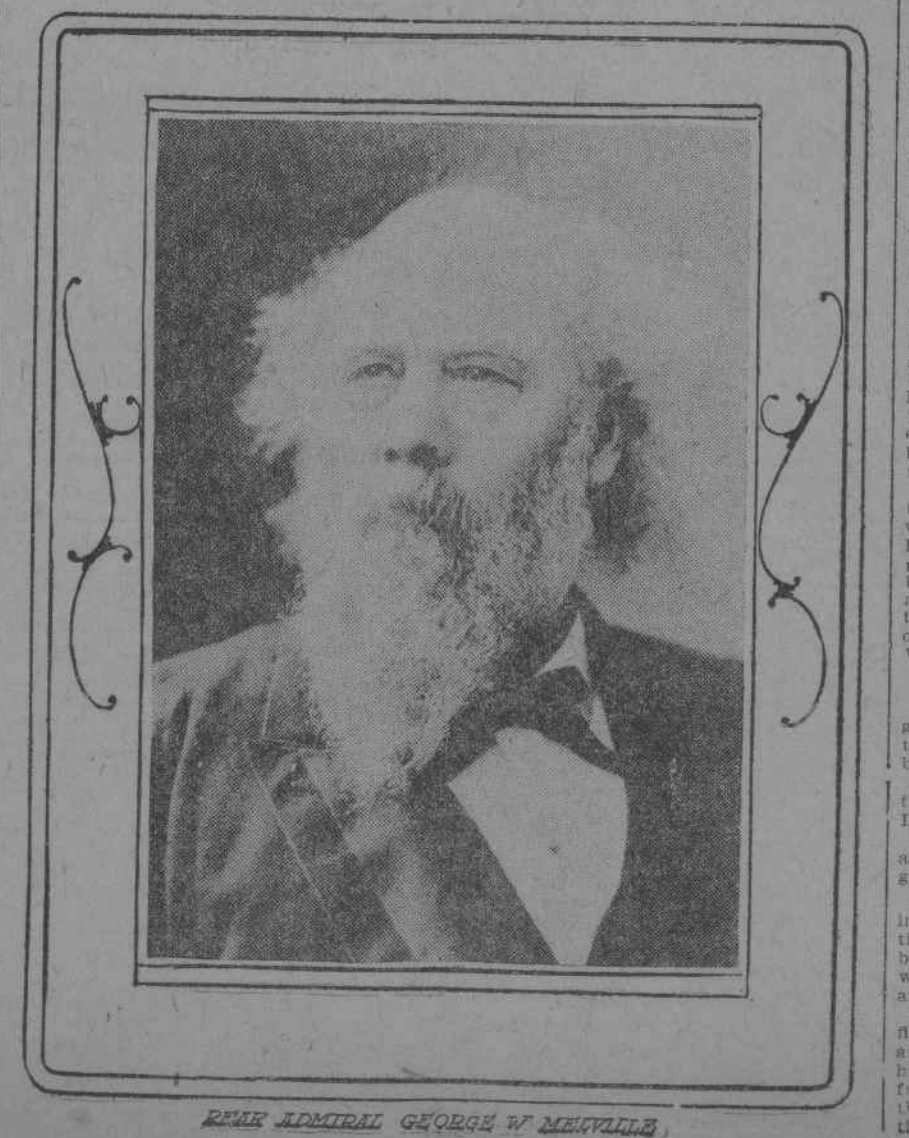
Being requested to say something about ballooning, Professor Myers said: "Ballooning is without a doubt the safest kind of navigation. In all my thirty years of experience I have yet to meet with my first accident. I have exhibited for a quarter of a century, have sent up thousands and thousands of persons, men and women alike, and, as I say, have never met with a mishap. A modern balloon, properly constructed and carefully inflated, is less dangerous than a railroad, so far as travel is concerned."

Navy's Engineer in Chief Ends a Notable Career.

Rear Admiral George W. Melville Will Retire This Week with Such a Record as Few Officers of To-Day Can Boast.

was among the first to answer, and was assigned to torpedo boat No. 6, serving with the fleet at the capture of Fort Fisher and later in the clearing and buoying of the

channel of Cape Fear. Afterward he was assigned to the gunboat Maumee, the first vessel to force her way up the James as far as the rockets below Richmond.



REAR ADMIRAL GEORGE W. MELVILLE.

HERALD BUREAU, No. 234 FIFTH AVENUE, N. Y., WASHINGTON, D. C., Saturday.

HEY call him "the good gray chief," but in the Naval Register he is put down as George W. Melville, Rear Admiral, Engineer in Chief of the Navy. He will sign his mail as head of the Bureau of Steam Engineering for the last time next Saturday, for he is to retire, and he retires with a record opposite his name that few of the naval officers of to-day or yesterday can boast.

Rear Admiral Melville has been in harness since ninety days after the outbreak of the civil war, when, at twenty, he became an officer of the Engineer Corps.

He was for a time on the sidewheel steamer Michigan, and was later assigned to the ship of war Dakota, of the North Atlantic fleet, and served on that vessel at the attack on Lambert's Point and the capture of Norfolk. The Dakota served as guard ship during the fatal night and morning of the Jefferson of the Merrimack off Craney Island in Norfolk Harbor.

Rear Admiral Melville continued to serve with this fleet until after Farragut made his passage up the Mississippi. It was on his return from carrying dispatches to Farragut that he was attacked with typhoid fever and transferred to the hospital in Key West. Upon his recovery the Rear Admiral was attached to the Santiago de Cuba, and from her was transferred to the screw sloop Wachusett, aboard which he went to Brazil to keep a lookout for and capture the Confederate vessels. It was on this duty that the young engineer performed one of the most valiant deeds of his career.

Proved His Mettle.

It had been determined to ram the Confederate cruiser Florida, which had obtained permission to remain in the harbor of Bahia for twenty-four hours. Officers of the ship contended that when the Wachusett struck the enemy's vessel her boilers would be wrecked from their fastenings by the shock, break steam joints and probably kill many below. This was not Melville's idea, but he said to the Captain:—

"I do not believe the boilers will break loose, but if they do there need be but one man sacrificed, for after the engines are started I can work them alone and will order all hands on deck."

To determine the strength of the Florida's batteries, disguised, boarded the vessel in broad daylight, inspected her guns and returned to his ship with the desired information, but not before he had been ordered off the vessel. Had his identity been discovered his captors would probably have hanged him then and there.

The engineer's theory about the boilers proved correct. He ordered all men up and remained alone below, one fireman standing by him, refusing to leave him. The Florida was successfully rammed and the Wachusett was none the worse for the blow. When he was detached from the Wachusett, Melville, when Porter called on him to volunteer for "death, glory and promotion,"

The war ended, Rear Admiral Melville served in the Mexican Gulf during the occupation and evacuation of Mexico by the French; cruised to Brazil in the Lancaster, to the Arctic in the Tigress, to China and Japan in the Tennessee, and again went to the Arctic in the Thetis to relieve the Greely expedition.

When the news of the sad plight of the crew of the Polar, who were adrift for five months and were finally rescued off Labrador, reached the United States the Tigress was chartered to go to their rescue. Melville volunteered as its commanding officer, and, despite the wretched condition of her machinery, carried her safely through.

This left him with the Arctic "fever," and when the Jeannette was fitted out for the next Arctic expedition, six years later, the engineer officer of the Tigress again volunteered and served, with another lieutenant, under Lieutenant George W. De Long. Even then so highly was his services as an engineer valued that he found no difficulty in obtaining the necessary permission to accompany the expedition.

The story of the expedition has been told vividly in the "Ice Journal" of De Long. In this he referred to Lieutenant Melville in this way:—

"Melville is more and more a treasure every day. He is not only willing to be a superior as an engineer, but he is bright and cheerful to an extraordinary extent. He sings well, is always contented, and brightens everybody by his presence alone. He is always helpful and self-reliant, never worries about the future, is ready for any emergency, night and morning, and is, in fine, a tower of strength in himself."

The suffering encountered on this expedition is an old story. Rear Admiral Melville has himself told of it in his book, "The Lena Delta." When he was left in command of a handful of men, and the ship had been lost, and the men were wearing out as a result of cold, hunger and long marches, they murmured, and said to the engineer officer: "We have no food; we cannot go. We shall die."

Puts Quietness on Matiny.

Melville's reply was characteristic:—"I will go on. We shall eat the dogs first, and after that I will, if necessary, eat you, Yakutsk; but I will go on."

He went, the mutiny was abandoned and the search for De Long continued. He found De Long and his men dead on the river bank. For heroic service Melville was promoted, a bill for the purpose being passed by Congress.

Rear Admiral Melville has been engineer in chief of the navy since 1887. During this time there have been constructed or are now building for the navy 136 vessels of all types, with an aggregate horse power of 1,115,363 and a total displacement of 425,574 tons.

Noteworthy has been the Rear Admiral's fight for the recognition of the engineer, and because of his ability and high position his efforts in this direction have been successful. He has seen engineering become one of the most respected as well as popular of the professions.

MOTORMEN THEIR OWN SWITCHMEN

Experiment with New Device Which Is Worked from the Controller Box.

Experiments which the Interurban Street Railway Company is conducting at Lenox avenue and 118th street with an automatic electric switch prove successful and a considerable amount of time and labor will be gained for the surface transportation.

This switch, which has just been installed, is operated by the motorman. The car is stopped at a point ten feet from the frog, and by applying the brake and throwing over the controller handle to the fourth notch a connection is established between the plug and an electrical connection in the slot which throws the switch. If the switch is open the motorman simply runs his car into the frog before bringing it to a standstill, thus holding it open.

At the point where the new device is being tested the Lexington and Columbus avenue cars turn north and south into 118th street, and cars of the cross-town line also pass under a headway equal to that of those in Thirty-fourth and Twenty-third streets.

Three switchmen were required under the old arrangement, and at times the traffic was delayed by the absence of the men while performing other duties. The service has been delayed still further recently by the rapid transit construction work at this point. This led Herbert H. Vreeland, the president of the company, to authorize a test of the new contrivance.

While the switch has thus far proved satisfactory it has been decided to continue the test through the winter before placing it in general use.

CHICAGO RUSHES FOR AUTOMOBILES

Eight Hundred Said To Have Been Sold in the Windy City This Season.

CHICAGO, Ill., Saturday.—It is estimated by the representatives of firms in the local automobile trade that more than 800 automobiles were sold in this city during the present season. This is a record said to be unequalled for this or any other year in New York, Boston, Philadelphia or any other city East or West.

In Chicago the business in automobiles has increased from 75 to 100 per cent over last year.